

3 June 1996

Maintenance

GOLD RESERVES PROGRAM



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Pages: 4

Distribution: F

This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*, by providing guidance and procedures to increase wing-level repair capability of aerospace parts and equipment. It applies to all AFRC unit equipped (UE) wings regardless of aircraft mission design series (MDS).

1. Program Objectives . The purpose of the Gold Reserves Program is to:

- 1.1. Provide the avenue for wings to find innovative and quicker ways to effect repairs.
- 1.2. Enhance wing self-sufficiency by expanding their repair capability.
- 1.3. Enhance weapon system cost reduction (WSCR) by reducing costs for operations and maintenance.

2. Program Scope. Gold Reserves is a program for wings to identify items for organic or local contract repair based on cost and benefit analyses. The focus of this program is XF3/XB3 items; however, limited repairs can be performed on depot level reparable (DLR) items. If a DLR item requires expanded or local contract repair, specific Item Manager, System Manager, or Equipment Specialist approval will be required via the lead wing.

3. Terms Defined:

- 3.1. Gold Disk. A compact disk (CD) read only memory (ROM) which contains “optimum” circuit/component signatures used for troubleshooting circuit cards.
- 3.2. Silver Disk. A computer disk containing “good” signatures used for developing gold disks.
- 3.3. Lead Wing. A wing selected by the AFRC numbered air forces (NAFs) as a focal point (by MDS), providing silver disk development and administrative services as well as local repair.
- 3.4. Circuit Card Assembly (CCA) Signature. Electronic fingerprint of components on a CCA.

3.5. Job Fairs. Periodic, aircraft specific, field hosted conferences for sharing improved maintenance processes, techniques, and tools.

3.6. Repair Wing. A non-lead wing which focuses on repair of items rather than developing software or providing administrative services. Repair wings feed initiatives to, and receive guidance from, lead wings.

4. Gold Reserves Process. The following steps are required for program repair initiatives:

4.1. Step 1: Input idea. Anyone can submit an idea for repair initiatives. Typically, a technician starts the process by questioning the repair code (depot, base-condemned, expendable, etc.) of an item that may be repaired locally. Sources of candidates may include Defense Reutilization and Marketing Office (DRMO) visits, waste busters, Intermediate Repair and Enhancement Program (IREP) meetings, or personal observations. Initiatives may be submitted on AF 1000 (**Suggestion**), AFTO 22 (**Technical Order Improvement Report and Reply**), or AFTO 135 (**Source, Maintenance, and Recoverability Code Change Request**) forms to the appropriate lead wing.

4.2. Step 2: Evaluation:

4.2.1. Base repair. Upon receipt of the initiative, the lead wing evaluates and determines: if the same initiative has been previously submitted to another lead wing (AFRC, Air National Guard (ANG), or active duty); if the initiative is cost effective, and; if AFRC wings have sufficient skills and/or training, test equipment, tech data, and tools to perform the repair. The lead wing also records the action and coordinates with depot. Should the initiative fail to meet any one of these criteria, the initiative is returned to the initiator, with a brief explanation of the action taken, within 30 days of initiative receipt.

4.2.2. Depot or Contract repair. If base repair is not feasible, the lead wing determines: if the same initiative has been, or is in the process of being, contracted by another lead wing (AFRC, ANG, or active duty); if depot has organic capability; or if another government agency is providing repair. If none of these criteria apply, the lead wing coordinates with the local contracting office for market research to determine the approximate cost of commercial repair. The lead wing records and maintains a record of each initiative according to AFMAN 37-139, *Records Disposition Schedule*.

4.3. Step 3. Reevaluate. If the evaluation meets the requirements set forth in paragraph 4.2, the lead wing determines if the initiative is still cost effective and if the package contains all proper and completed forms. Criteria for establishing cost will be IAW T.O. 00-20-3.

4.4. Step 4. Submit package. The lead wing approves the initiative and submits the entire package to the appropriate depot. Copies of AFTO Forms 135 and AF 1000 are sent to HQ AFRC/LGMS.

4.5. Step 5. Repair item. If the action has approval from the appropriate depot, all affected lead wings and repair wings initiate repair actions.

4.6. Step 6. Disapproval. If the action is disapproved from the appropriate depot, repairs will not be performed on the item. The action may be resubmitted via job fairs or a formal rebuttal process by the initiator after coordination with, and approval by, the lead wing.

4.7. A flow chart of the above steps is included in attachment 1.

5. Program Responsibilities:

5.1. HQ AFRC/LGM. HQ AFRC/LGM Gold Reserve manager has program oversight, which includes policy-making decisions and MAJCOM voting responsibility. The manager addresses issues and problems with NAFs and lead wings for final resolution, as required. The manager also interacts with other MAJCOM representatives, depots, Air Staff, and AFRC/RE staff to ensure timely resolution of conflicts which may arise with other USAF programs. Other duties include:

- 5.1.1. Reporting contracting issues to HQ AFRC/LGC as they arise.
- 5.1.2. Interacting with HQ AFRC/LGQ on issues involving DLR.
- 5.1.3. Preparing a quarterly report for submission to HQ AFRC/LGM.
- 5.1.4. Serving as final authority on Gold Reserves issues.
- 5.1.5. Attending Repair Initiatives Conferences (job fairs).
- 5.1.6. Resolving conflicts which may arise within the Gold Reserves program.

5.2. NAF. Each NAF is responsible for appointing lead wings as well as program enforcement. Each NAF ensures that training requirements for lead wings are met, that quality of organic repair meets minimum requirements, and that contracting efforts are controlled according to the *Federal Acquisition Regulations (FAR)*.

5.3. Lead Wings. The lead wings are the focal point for the Gold Reserves program. There will normally be only one aircraft specific lead wing, unless the scope of the workload dictates otherwise. The responsibilities of the lead wings are as follows:

- 5.3.1. Establish a repair program.
- 5.3.2. Develop silver disks and forward to the appropriate organization for development of gold disks.
- 5.3.3. Establish lateral support agreements with active duty and ANG wings.
- 5.3.4. Assist in program development and proliferation for their respective repair wings.
- 5.3.5. Approve/disapprove AFTO 135s.
- 5.3.6. Attend repair initiatives conferences/job fairs.
- 5.3.7. Host Gold Reserves annual conferences on a rotating basis.
- 5.3.8. Identify/approve training sources according to paragraph 6.
- 5.3.9. Provide training to repair wings, as applicable.
- 5.3.10. Report problems to the appropriate NAF, as applicable.
- 5.3.11. Provide a Gold Reserves manager.

5.4. Repair Wings. Responsibilities of the repair wing are as follows:

- 5.4.1. Establish a repair program under the guidance of the appropriate lead wing.
- 5.4.2. Forward initiatives to lead wings in a timely manner.
- 5.4.3. Ensure all training requirements are met.
- 5.4.4. Attend repair initiatives conferences/job fairs.

5.4.5. Provide a Gold Reserves point of contact (POC).

6. Formal Training Requirements:

6.1. Lead wings. Lead wings provide sufficient personnel trained in soldering to encompass requirements set forth in T.O. 00-25-234, and include, as a minimum, miniature and microminiature soldering. Each lead wing also accomplishes training in silver disk development and CCA signatures. Government and or commercial sources meeting these requirements may be utilized as determined by cost-effectiveness. Information on sources of training is furnished to HQ AFRC/LGMS and the appropriate NAF within 10 days of approval.

6.2. Repair wings. Repair wings train a sufficient number of personnel in soldering as set forth in paragraph 6.1. Each repair wing also accomplishes training on automatic troubleshooting equipment for CCA repair.

7. Reporting. Each wing furnishes a program status report (Gold Reserves Quarterly Report, RCS: AFR-LGMS(Q) 9602) to HQ AFRC/LGMS within 15 days following the end of each quarter, with a copy to the appropriate NAF. A uniform format is provided by HQ AFRC/LGM. Costs of repairs will be in accordance with T.O. 00-20-3. The wing POC, office symbol, and DSN are included in each report.

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